



## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H090013

**Mode:** Highway

**Status:** Submitted

### I-74

**From/Cross Street:** Rockingham-Hamlet Bypass

**Specific Improvement Type:** 2 - Upgrade Arterial to Freeway/Expressway

**To:** Laurinburg Bypass

**Project Category:** Statewide Mobility

**Length:** 9.58

**TIP#:** I-3801

**Fully Funded in Draft STIP?** No

**Cost to NCDOT:** \$75,924,000

#### Description:

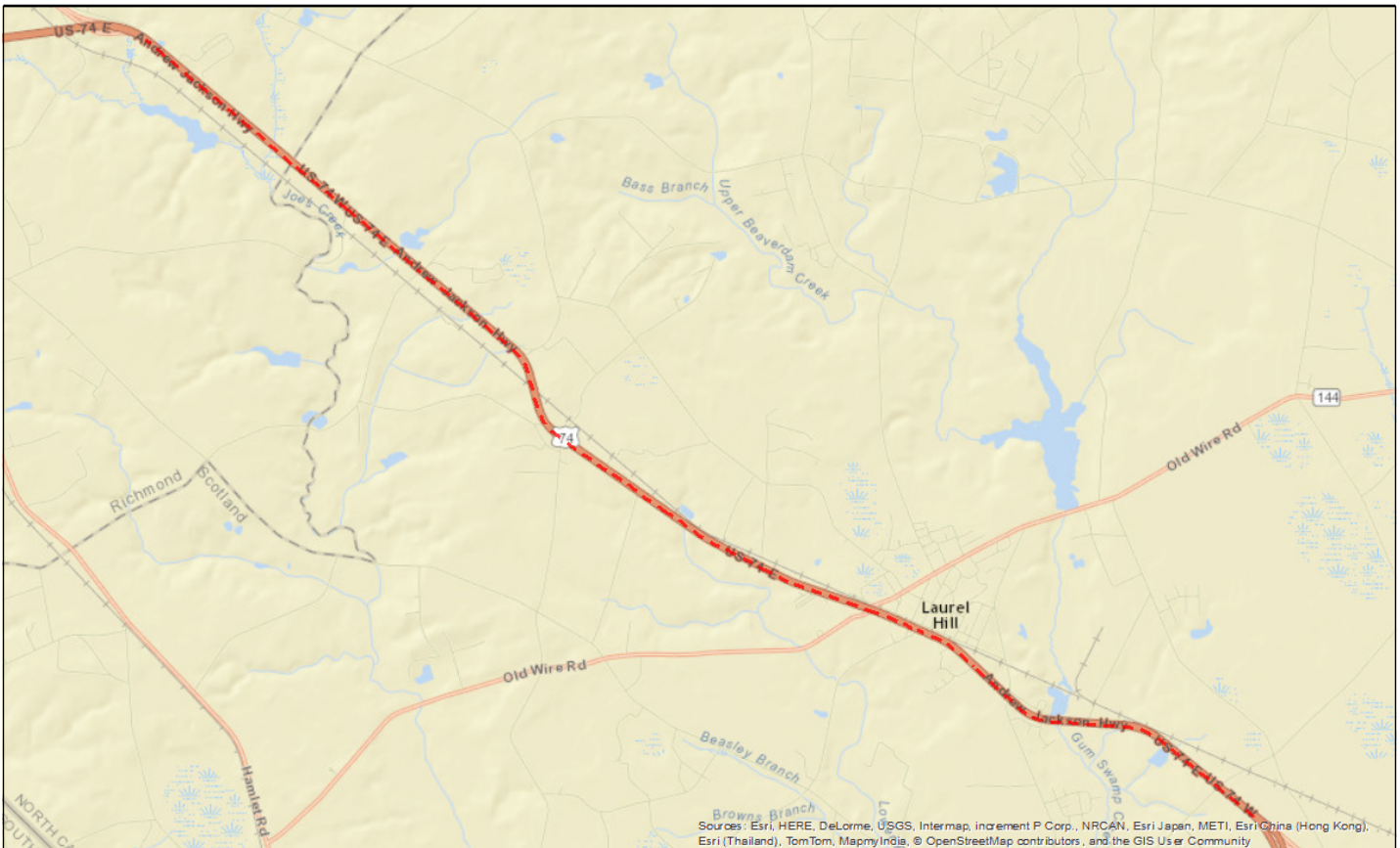
Rockingham-Hamlet Bypass to Laurinburg Bypass. Upgrade to interstate Standards..

**Division(s):** Division 8

**County(s):** SCOTLAND, RICHMOND

**MPOS(s)/RPO(s):** Lumber River RPO

### Project Location



**Statewide Mobility Total Score: 17.86**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Congestion (V/C) (30%) 22.94	N/A	N/A
Safety (10%) 46.28		
Multimodal + [Freight & Military] (20%) 20.60		
[Travel Time] Benefit/Cost (30%) 1.67		
Economic Competitiveness (10%) 17.33		
<b>Totals: Weight: 100% Weighted Score: 17.86</b>		

**Regional Impact Total Score: 46.31**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Congestion (V/C) (25%) 22.94	Percent: 15% Points: 100	Percent: 15% Points: 100
Accessibility / Connectivity (10%) 55.32		
[Travel Time] Benefit/Cost (25%) 1.67		
Safety (10%) 46.28		
<b>Totals: Weight: 70% Weighted Score: 16.31</b>		

**Division Needs Total Score: 34.55**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
[Travel Time] Benefit/Cost (20%) 1.67	Percent: 25% Points: 0	Percent: 25% Points: 100
Safety (10%) 46.28		
Congestion (V/C) (20%) 22.94		
<b>Totals: Weight: 50% Weighted Score: 9.55</b>		

**Project Data \*****Existing Conditions**

Existing Cross-Section:	
Speed Limit:	55
Length (miles):	9.58
Facility Type:	Multi-Lane Highway
Access Control:	Limited
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
Lane Width:	12
Paved Shoulder Width:	1
Roadway has Curb & Gutter?	No
Volume (AADT):	17774.13
Capacity:	67359.48
Volume/Capacity Ratio:	0.26
% Autos:	84%
% Trucks:	16%
Truck Volume:	2800.23
Crash Density:	41.65
Crash Severity:	57.28
Critical Crash Rate:	39.91
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	1
Non-Interstate STRAHNET Route?	Yes
Average Commuting Time:	21
Existing Median Type (for Cost Estimation):	Divided
Pavement Condition Rating:	95
Actual Congested Speed:	55.07
Travel Time Index:	1

**Project Benefits**

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit:	70
Length (miles):	9.58
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Interstate
Terrain Type:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	4
Travel Time Savings for 30 Years (Total):	5417661.69
Travel Time Savings for 30 Years (Autos):	4564134.9
Travel Time Savings for 30 Years (Trucks):	853526.79
Long-Term Employment:	96
% Change in Economy:	0.00025052
Provides Direct Connection to Transportation Terminal?	No
Does project upgrade how the roadway functions?	Yes
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 8

\* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT On!line tool and associated databases.

**Project Ownership****Division**

<b>Division</b>	<b>Percent</b>	<b>Regional Impact</b>	<b>Division Needs</b>
Division 8	100%	100	0
	0%	0	0
	0%	0	0
<b>TOTAL Division Points</b>		<b>100</b>	<b>0</b>

**MPO/RPO**

<b>MPO/RPO</b>	<b>Percent</b>	<b>Regional Impact</b>	<b>Division Needs</b>
Lumber River RPO	100%	100	100
	0%	0	0
	0%	0	0
<b>TOTAL MPO/RPO Points</b>		<b>100</b>	<b>100</b>

**Project Cost and Source**

Construction Cost:	\$75,924,000	TIP Unit
Right-of-Way Cost:	\$0	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$75,924,000	
Other Funding:	\$0	None
<b>Cost to NCDOT :</b>	<b>\$75,924,000</b>	